



**Date: Thursday, March 16, 2023**

**Time: 2:30 p.m.**

**Join In-Person**

**Location:** Ridge Room Conference Room, Grants  
 Pass City Hall, 101 NW A St, Grants  
 Pass, OR

**Transit:** Served by JCT Routes #10, 20, 35, 40,  
 50, 80 and 100. Paratransit services  
 are available for qualified individuals.

**Contact:** RVCOG: 541-423-1375

**Website:** [www.mrmppo.org](http://www.mrmppo.org)

**Or via Zoom**

**Meeting ID:** 820 2287 3848

**Passcode:** 112204

**Phone #:** +1 253 215 8782

**Zoom Link:**

<https://us06web.zoom.us/j/82022873848?pwd=YURwSUtGa1lwT0xlaItKQ1hnb3Ywdz09>

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. 48 HOURS ADVANCE NOTICE IS PREFERABLE, AND WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS

**1. Call to Order / Introductions / Review Agenda**

**Chair**

**Consent Agenda**

**2. Review / Approve Minute**

**Chair**

Attachment: [#1 MRMPO Policy Meeting Draft Minutes 02/16/2023](#)

**Action Items**

**3. Chapter Two of the Regional Transportation Plan (RTP)**

**Ryan MacLaren**

**Background:** The MRMPO Policy Committee was invited to review Chapter 2 of the 2020-2045 RTP in advance of the development of the 2024-2049 RTP. Last month the TAC was asked for comments, this month we will be reviewing the Goals and Policies moving forward.

**Attachment:** [#2 Chapter 2 with Previous Comments](#)

**Action Requested:** *Review and Approve*

**4. Ride the Rogue**

**Ryan MacLaren**

**Background:** MRMPO has sponsored Ride the Rogue the last few years. This year a Gold Level Sponsorship is \$2,500.

**Attachments:** [#3 Ride the Rogue Website](#)

**Action Requested:** *Approval of cutting a check*



**5. OMPOC Legislative Priorities**

**Karl Welzenbach**

Background: On a regular basis the Oregon MPO Consortium (OMPOC) of which the MRMPO is a member, reviews its legislative priorities. OMPOC is seeking input from each of its member MPOs as to which priorities should remain, which should be removed, and any new suggestions from its members. Enclosed with this agenda is the current proposed list of Legislative Priorities.

Attachments: [#4 Preliminary list of OMPOC priority legislation](#)

Action Requested: *Authorize the chair to speak on behalf of the MRMPO regarding the OMPOC Legislative Priorities*

**Discussion Items**

**6. Carbon Reduction Program Funding**

**Karl Welzenbach**

Background: Included in the recently passed federal transportation bill, the Infrastructure, Investment and Jobs Act (IIJA) is a new program fund called the Carbon Reduction Program Fund. These funds, although allocated to the urbanized areas, will be administered by the Oregon DOT. Included for your information with this agenda packet are the final project selection criteria and the draft application form. The annual available amount for the Grants Pass Urbanized area is \$135,000.

**7. Public Comment**

**Chair**

**Regular Updates**

**8. MRMPO Update**

**Karl Welzenbach**

**9. Other Business / Local Business**

**Chair**

Opportunity for MRMPO member jurisdictions to talk about transportation planning projects

**10. Adjournment**

**Chair**

Scheduled Meetings		
MRMPO TAC	April 6, 2023	1:30 p.m.
MRMPO CAC	April 13, 2023	2:00 p.m.
MRMPO Policy Meeting	April 20, 2023	2:30 p.m.

All meetings are available in-person and online via Zoom unless otherwise noted.



**SUMMARY MINUTES**  
**Middle Rogue Metropolitan Planning Organization**  
**Policy Committee**

**Date: Thursday, February 16, 2023**

Attendees:

Voting Members	Organization	Phone Number
Melia Biedscheid	Gold Hill	855-1525
Valerie Lovelace	Grants Pass	479-0952
Rick Riker	Grants Pass	479-7333
Pam VanArsdale, Vice Chair	Rogue River	660-4414
Rick Dyer	Jackson County	774-6118
Robert Brandes	Josephine County	474-5460
Mike Baker	ODOT	957-3658

Alternate Members	Organization	Phone Number
Wade Elliot	Grants Pass	
Steve Lambert	Jackson County	

Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Erik Memmott	RVCOG	423-1369

Interested Parties	Organization
Lesley Orr	MRMPO CAC
Jerry Marmon	ODOT
Ian Horlacher	ODOT
Darrin Neavoll	ODOT

**MRMPO Policy Committee Minutes – Thursday, February 16, 2023**

[Agenda Packet](#)

[Meeting Audio](#)

**1. Call to Order at 2:33 P.M. / Introductions / Review Agenda 00:00 – 01:39**

Quorum: Gold Hill, Grants Pass, Rogue River, Josephine County, Jackson County, ODOT

**2. Review / Approve Minutes 01:39 – 02:13**

- 01:51** Pam VanArsdale moved to approve the January 19, 2023 MRMPO Policy Committee Meeting Minutes as presented. Seconded by Mike Baker.  
No further discussion.  
Motion passed unanimously by voice vote.



## Action Items

### 3. Election of Officers 02:13 – 04:01

**02:40** Pam VanArsdale nominated Valerie Lovelace as Chair of the MRMPO Policy Committee. Seconded by Rick Riker. No further discussion. Nomination passed unanimously by voice vote.

**03:36** Mike Baker nominated Pam VanArsdale as Vice-Chair of the MRMPO Policy Committee. Seconded by Melia Biedscheid. No further discussion. Nomination passed unanimously by voice vote.

### 4. MRMPO Dues 04:01 – 10:47

**09:17** Pam VanArsdale moved to approve the Dues as presented. Seconded by Melia Biedscheid. No further discussion. Nomination passed unanimously by voice vote.

### 5. Chapter Two of the Regional Transportation Plan (RTP) 10:47 – 36:30

No Action taken at this time.

## Discussion Items

### 6. Public Comment 36:30 – 39:07

*Ride the Rogue will be held on September 23, 2023! Sign up today!*

## Regular Updates

### 7. MPO Planning Update 39:07 – 43:01

*Provided by Ryan MacLaren. Updates on UPWP and OMPOC.*

### 8. Other Business / Local Business 43:01 – 54:07

### 9. Adjournment

3:27 p.m.

#### Scheduled Meetings

MRMPO TAC	March 2, 2023	1:30 p.m.
MRMPO CAC	March 9, 2023	2:00 p.m.
MRMPO Policy Meeting	March 16, 2023	2:30 p.m.

## Chapter 2 - Vision and Goals

The vision and goals chapter of the Regional Transportation Plan (RTP) provides the policy framework that guides development of the plan itself as well as subsequent decisions about system management, and project selection and implementation. The goals provide criteria to evaluate how well the plan reflects the values expressed by the community. The 2045 RTP includes the goals, policies, strategies, and performance measures established to address national and state requirements, and regional/local issues as outlined below.

- The goals are intended to guide future transportation decisions in the region
- The policies are established to help the region move closer to the intended goals
- The strategies state how the Metropolitan Planning Organization (MPO) will achieve the policies
- The performance measures are established to evaluate how the MPO is achieving its stated goals

### Vision

The vision of the Transportation Plan was developed based on the most common elements of the visions described in the area’s transportation and land use plans. The draft vision was reviewed and modified by the general public, the Technical Advisory Committee (TAC), and the Policy Committee. Through these processes the Policy Committee adopted the following vision for the Transportation Plan:



*“An intermodal transportation system that provides for safe, efficient, and convenient movement of people and goods to support a robust and burgeoning regional economy.”*

### Goals

The goals of the Transportation Plan were developed based on a review of the goals found in the area’s transportation plans and in conformance with the above vision and the regulations set out in the Middle Rogue Metropolitan Planning Organizations’ (MRMPO) adopted Title VI Plan. The TAC reviewed and commented on the goals, and in accordance with their recommendations, the Policy Committee adopted the following goals for the Transportation Plan:

**Table 3.1 RTP Goals**

1	Cultivate, maintain, and enhance the region’s economic vitality
2	Increase the safety and security of the region’s transportation system
3	Increase and maintain accessibility and mobility choices in the region
4	Protect, preserve, and enhance the social, historical, and natural environments of the region
5	Utilize the best available technology for the MRMPO to maximum system effectiveness
6	Emphasize maintenance and preservation of the existing transportation system



## Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act of 2021 (IIJA) is the current national transportation law that provides the guiding principles for transportation decision-making in metropolitan areas throughout the U.S. The IIJA sets forth ten planning factors to guide transportation decisions. Table 3-2 provides a summary of how the six RTP Goals address the eight federal planning factors.

Table 3.2 IIJA Planning Factor Correlation

IIJA Planning Factors	Relates to Goal Number
<b>Clean Energy and Climate Change Resiliency:</b> To achieve national greenhouse gas reduction goals and increase resilience to the effects of climate change	4
<b>Equity and Justice:</b> To advance racial equity and support for underserved and disadvantaged communities	4
<b>Complete Streets:</b> To ensure that streets are safe and feel safe for all road users	1, 2, 3, 4, 5
<b>Public Involvement:</b> To employ early, effective, and continuous public involvement and include diverse viewpoints in decision-making processes	4
<b>Strategic Highway Network/DOD Coordination:</b> To coordinate with the DOD regarding infrastructure and connectivity needs for STRAHNET routes and DOD facilities	2, 3, 5, 6
<b>Federal Land Management Agency (FLMA) Coordination:</b> To coordinate with FLMA regarding infrastructure and connectivity needs for federal lands	2, 3, 5, 6
<b>Planning and Environment Linkages (PEL):</b> To use PEL as a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals	1, 4
<b>Data in Transportation Planning:</b> To incorporate data sharing and consideration into the transportation planning process	5

## GOAL 1: Develop and implement an economic regional plan that will cultivate, maintain, and enhance the region's economic vitality

### Objectives

- G1 - O1 Encourage the coordination of land use and transportation planning to ensure that developments are adequately connected by the region's transportation system and appropriately located to preserve the quality of life in surrounding areas
- G1 - O2 Encourage transportation investments and policies that facilitate sustainable business growth and tourism growth in the region which are consistent with local and regional comprehensive plans
- G1 - O3 Encourage economically strong regional activity centers with a mix of job, housing, services, and recreation in an intermodal environment.
- G1 - O4 Encourage improvement of the freight transportation network to enhance the ability of local communities to access regional and national markets

**Commented [EM1]:** Added to make an explicit reference to freight issues. Language adapted from FAST Act Planning Factors



## **GOAL 2: Increase the safety and security of the region's transportation system**

### **Objectives**

- G2 - O1 Strive to reduce transportation related crashes, injuries, and fatalities using current design standards, advanced technologies, and education
- G2 - O2 Collaborate with first responders, transportation, and health agencies as they develop emergency and disaster plans and other security related plans for the region
- G2 - O3 Encourage transportation investments and policies that result in a higher level of personal security for pedestrians, cyclists, motorists, and users of transit, including those waiting for transit

## **GOAL 3: Increase and maintain accessibility and mobility choices in the region**

### **Objectives**

- G3 - O1 Increase transit effectiveness so that people can reach destinations such as educational facilities, shopping, and entertainment and return home conveniently (e.g., increase transit frequency, direct routing, and flexible services)
- G3 - O2 Increase transit effectiveness so that people can reach job sites and return home conveniently, so that employers can hire workers to work when needed
- G3 - O3 Support a complete streets policy that promotes the use of alternative transportation modes including pedestrians, bicyclists, and transit users. Improvements could include new or improved sidewalks, bicycle routes or other accommodations, bus pullouts, and passenger amenities like shelters, benches, bike racks, and waste receptacles, etc. as part of future roadway construction/reconstruction and private development projects
- G3 - O4 Support local incentives to promote transit as a commuting option, and to encourage Transit-Supported Housing (TSH)
- G3 - O5 Encourage public transportation services – such as commuter services, park and ride lots, ridesharing, and carpooling programs – which help reduce the number of single occupancy vehicle trips within the region

## **GOAL 4: Protect, preserve, and enhance the social, historical, and natural environments of the region**

### **Objectives**

- G4 - O1 Pursue transportation projects and other transportation related technologies that result in positive benefits to improved air quality and energy efficiency
- G4 - O2 Encourage transportation investments that reduce greenhouse gases, and other emissions, and support the reduction of single occupancy vehicle trips



- G4 – O3 Ensure that transportation decisions in the region are made with full consideration of the requirements of Title VI and Environmental Justice provisions and the MRMPO Public Participation Plan
- G4 – O4 Encourage transportation investments that support sustainable development, enhance quality of life, and promote healthy communities

**Commented [EM2]:** Added in order to make a connection to IJJA Planning Factor "Planning Involvement"

## **GOAL 5: Identify, develop, and implement the best available technology for the MRMPO to utilize for maximize system effectiveness.**

### **Objectives**

- G5 - O1 Encourage the use of Transportation Options (TO) principles to mitigate capacity deficiencies on congested roadways and at intersections
- G5 - O2 Promote the installation and use of Park & Ride facilities where appropriate, including multi-use parking lots and other small lots
- G5 – O3 Promote Traffic Calming Techniques. Traffic Calming refers to various design features and strategies intended to reduce vehicle traffic speeds and volumes on a particular roadway.
- G5 – O4 Consider the use of transportation technology in all projects to maximize effectiveness and safety
- G5 – O5 Encourage greater use and acceptance of access management policies and devices (e.g. medians, turn restrictions, combined entrances) to maintain adequate transportation system capacity coordination between roadway design and land use and to enhance safety for the traveling public

## **GOAL 6: Emphasize maintenance and preservation of the existing transportation system.**

### **Objectives**

- G6 – O1 Prioritize investment to preserve the existing transportation system including all modes
- G6 – O2 Encourage the efficient and safe movement of people, goods, and information with minimal adverse impacts on residents and the environment



Preliminary list of OMPOC priority legislation discussed at the February 3, 2023 OMPOC meeting.  
**Intent:** Each OMPOC member will review this list with their MPO boards for feedback and direction.

Legislation	Description and Summary of OMPOC Discussion
<p><b>HB 2101</b> Directs Department of Transportation to establish local transportation program to provide state funding in exchange for federal surface transportation funding available to cities and counties.</p> <p><a href="https://legiscan.com/OR/text/HB2101/2023">https://legiscan.com/OR/text/HB2101/2023</a></p>	<p>Establishes/continues ODOT fund exchange program. The fund exchange provides an important mechanism for local jurisdictions to effectively deliver projects with de-federalized funds. It allows for autonomy at the local level.</p> <p>Must be balanced with ODOT’s budget needs to fund operations and maintenance.</p> <p>Should also consider funding local match grant program to provide the ability for small jurisdictions to apply for federal funds when they don’t have their own source of local matching funds.</p>
<p><b>HB 2677</b> Requires Department of Transportation to provide funding plan for highway maintenance when transportation project that adds lane miles is added to STIP.</p> <p><a href="https://legiscan.com/OR/bill/HB2677/2023">https://legiscan.com/OR/bill/HB2677/2023</a></p>	<p>Support to require a funding plan for highway maintenance when a transportation project that adds lane miles is added to the STIP. Addresses funding both for ongoing maintenance of the new capacity as well as maintaining existing maintenance levels on the system as a whole.</p> <p>OMPOC also supports enhancing ODOT’s budget for operations and maintenance of the existing system.</p>
<p><b>HB 2095</b> Authorizes all cities to elect to operate photo radar if city pays costs of operating photo radar.</p> <p><a href="https://legiscan.com/OR/bill/HB2095/2023">https://legiscan.com/OR/bill/HB2095/2023</a></p>	<p>League of Oregon Cities requested this bill.</p> <p>The process to identify LOC’s Transportation priority was through tallying votes from each member City. Photo radar is LOC’s transportation priority.</p> <p>The intent of this bill is to eliminate the 10 cities currently allowed to use photo radar and make it effective statewide. Mobile photo radar would be available for use for all jurisdictions. Additional notes:</p> <ul style="list-style-type: none"> <li>• Currently, mobile or fixed photo radar is only allowed on high <u>crash</u> corridors. This Bill would expand, or lower, the threshold to allow photo radar in high <u>speed</u></li> </ul>

	<p>corridors so that the corridor does not become a high crash corridor.</p> <ul style="list-style-type: none"> <li>• Mobile photo radar can be moved around to specific locations. Staff determines if a ticket can be issued. They cost a lot to use. No one wants them to be used as a money maker.</li> <li>• Equity concerns – need to make sure placement of these systems is for safety only and not placed in minority or disadvantaged areas. Will need to do reports in communities that take this on.</li> <li>• OMPOC stressed that an equity component should also be included in the legislation.</li> <li>• The focus is on speed. Do not want over representation of underrepresented communities.</li> <li>• Also included in the bill is signage as an education component.</li> </ul>
Local speed limit setting	The League of Oregon Cities is supporting this as a Bill or as a part of HB 2095. Current law allows for a process that local jurisdictions may go through to lower speed limits in 5 MPH increments. This proposed legislation would allow for lowering in 10 MPH increments.
<p><b>HB 3113</b> Appropriates moneys from General Fund to Department of Transportation, for biennium beginning July 1, 2023, for improving safety and increasing access to walking, biking and transit on state highways that serve as community main streets.</p> <p><a href="https://legiscan.com/OR/bill/HB3113/2023">https://legiscan.com/OR/bill/HB3113/2023</a></p>	<p>ODOT’s Great Streets Program. Support for this will greatly help local jurisdictions improve walking, biking, and transit conditions where a community main street is also a state highway.</p> <p>OMPOC supports making Great Streets funding available not just for state highways but also local streets that serve as main streets in jurisdictions.</p>
Tolling	Support for keeping tolling as an option to fund mega projects. OMPOC supports the League of Oregon Cities’ stance that tolling should pay for both the project and the impacts of tolling on the local neighborhoods.
<p><b>HB 2619</b> Modifies membership of Oregon Transportation Commission.</p> <p><a href="https://legiscan.com/OR/bill/HB2619/2023">https://legiscan.com/OR/bill/HB2619/2023</a></p>	OMPOC recognizes the challenges ODOT has in recruiting for OTC membership. OMPOC supports this with the caveat of wanting to better understand how recruiting for positions is accomplished now and wanting to see more outreach and transparency in filling future openings.

<p><b>HB 2301 (and others such as HB 2658, HB 3131)</b>  Imposes tax on use of electricity to charge battery of electric vehicle at rate equivalent to rate of license tax imposed on first sale, use or distribution of motor vehicle fuel. (Other similar legislation is directed at collecting revenue from EVs equivalent to what is collected from ICE vehicles.)</p> <p><a href="https://legiscan.com/OR/bill/HB2301/2023">https://legiscan.com/OR/bill/HB2301/2023</a></p>	<p>OMPOC generally supports this effort to have EVs pay their share for their wear and tear and other impacts on the transportation system. OMPOC is aware of the state's efforts to shift to widespread electric vehicle adoption and government incentives available to purchase electric vehicles and supports this, but the burden of EVs use of the system should not fall on the other users.</p>
<p><b>SJR 2</b> Proposes amendment to Oregon Constitution to authorize use of motor vehicle-related tax revenue for infrastructure that reduces traffic burden of, or pollution from, motor vehicles on public roads in this state.</p> <p><a href="https://legiscan.com/OR/text/SJR2/2023">https://legiscan.com/OR/text/SJR2/2023</a></p>	<p>OMPOC supports expanding the use of state highway fuel tax and related revenue beyond the right-of-way in this manner.</p>